

Diesel Retrofit International Advisory Committee:



The Environmental Perspective

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The Diesel Problem

- **Diesel Exhaust Impacts Everyone**
- **SCAQMD and ARB Studies Show Diesel PM = >70% of Air Toxics**
- **Southern California Approach:**
 - Alt. Fuels for Most New Purchases, Low Sulfur Diesel and PM Traps for existing and special cases.
- **Statewide Approach:**
 - Low Sulfur Diesel & PM Traps by 2010





California Needs Cleaner Trucks and Buses



- **Low Sulfur Diesel and Diesel Retrofits can be a Solution to the “Existing Problem”**
- **Retrofits Are In An Early Stage of Development**
- **Uncertainty remains about:**
 - **Actual % Reduction of PM and Toxicity**
 - In-Use Operation
 - Durability
 - **Applicability to Engine Model Families and Years of Manufacture**



Needs Assessment

- **ARB Needs To Develop “In-Use” Vehicle Testing Over a Range of Driving Cycles**
 - **Ensure Real World Emission Reductions**
- **In-Use Compliance**
 - **Manufacturer Warranties and Replacements**
 - **OBD Testing**
- **Better Durability Testing For Both Engines and Retrofit Applications**
- **Issue of Toxicity Needs to be Addressed**



Needs Assessment (Cont.)

- **Advancement of Diesel**
 - **EPA and ARB 2007 HD Standards**
 - **Not to Exceed Standards Critical**
 - **Sulfur Quality of Diesel**
 - **15 ppm Max., 5 ppm Best**
 - **Ramp up CA Adoption to 2003**

California Also Needs To Think About the Future

- **Low Sulfur Diesel and PM Traps are a Near-Term Solution and Fail to Address NOx**
- **Investments Need to Be Made In Cleaner Technologies and Cleaner Fuels**
 - **California Fuel Cell Partnership**
 - **Alternative Fuel Vehicles**
- **Fuel Diversity**
- **Real World Understanding of Toxics and Emissions**



Thank You

